



GREENSBORO URBAN AREA

Technical Coordinating Committee

TECHNICAL COORDINATING COMMITTEE

Minutes of August 29, 2001
1:55 p.m. Greensboro, NC

ATTENDANCE

Jim Westmoreland	TCC Chairman / GDOT	Scott Rhine	PART
Mike Cowan	NC Division Seven	Scott Walston	NCDOT Statewide
Tyler Meyer	GDOT	Pat Strong	FHWA
S. Frank Wyatt	Engineering & Inspections	Craig McKinney	GDOT
Alec Macintosh	City Planning	Steve Kennedy	City - Eng. & Insp
Les Eger	County Planning	Richard Atkins	Neal - Schaffer, Inc.
Rob Bencini	Guilford County Planning	Paul Muschick	News & Record
Kelly Becker	NCDOT Area Traffic	Kelly Becker	NCDOT Traffic Engineering

Action Items

Approval of Minutes of July 25, 2001 Meeting

Pat Strong requested a correction on page 2 under Conformity Analysis Document, paragraph. The sentence should read, "Pat Strong stated that it would be 2010 before the EPA can fully implement the eight-hour standard." Frank Wyatt moved for the approval of July 25, 2001 minutes, as corrected, seconded by Pat Strong. The Committee voted unanimously in favor of the motion.

Approve Long Range Plan, MTIP & Conformity Documents

Tyler Meyer reminded the Committee that these items were discussed in detail at the last meeting. The documents were made available in accordance with the public involvement plan. PART and the NCDOT Public Transportation Division both offered comments and corrections. All noted corrections have been incorporated into the document. PART supported continued collaborative regional planning. They also supported adding the Forsyth Airport Connector Route to the Long Range Transportation Plan. The Long Range Transportation Plan document includes responses to these comments, and notes the corrections that have been made. No citizen comments were made.

MTIP Document

There were eleven comments in the previous review, but there were none during the second public review period. The MTIP document was approved in a preliminary fashion in April, but the document will need to be approved and finalized at this TAC meeting. The document will go into effect October 1, 2001. This document advances key area projects including the Western Urban Loop, and reflects a lot of hard work, since 1999.

Conformity Analysis Document

No public comments were made on this document. This document was reviewed by an inter agency consultation process. There was an agency review period prior to public review. Comments were made by the FHWA and EPA which have been incorporated into the document. Scott Walston advised the Committee that all comments were addressed, and that this is reflected in the final document.

Tyler Meyer informed the committee that the TCC needed to recommended that TAC make the conformity finding, adopt the Long Range Transportation Plan and adopt the TIP. Pat Strong asked Scott Walston if his office was ready to submit a completed package to the Committee. Scott Walston advised that after copies were made, they would be ready. Pat Strong also commented that there would be a required thirty day review of the documents. Scott Walston advised that if everything goes through in the reviews and approvals, they will go into place October 1. Tyler Meyer commented that the Long Range Transportation Plan depends on the Conformity Analysis, and the Conformity Analysis requires the USDOT to issue a conformity determination. The MTIP depends on the Long Range Transportation Plan to go into effect. Tyler Meyer advised that no formal time line has been set on the process for developing the TIP FY 2004-2010, but that the MPO Priority sessions are slated for early next year. Frank Wyatt moved for the approval of the recommendation to the TAC for the Long Range Plan, MTIP and the Conformity documents, seconded by Scott Rhine. The Committee voted unanimously in favor of the motion.

Resolution of Support for Accelerating the Eastern Urban Loop

Tyler Meyer advised the Committee that this is an action requested by the TAC. The resolution would encourage additional funds be identified to accelerate the section between US 70 and US 29. Mike Cowan advised that the next section to be completed was from I-85 to I-40. He also advised the work will begin in 2003 and should be completed in 2007 or 2008. He stated that, historically, there were no additional funds available. There has been a shifting of priorities on projects within the TIP. If the Committee chooses to accelerate one over the other, it would shift the projects. Mr. Cowan also stated that looking at the traffic pattern, 29 to Battleground would probably be the last section to be built. Jim Westmoreland stated that TAC's interest is related to economic development objectives and may not be intended to usurp other priorities.. Tyler Meyer advised that no action is necessary by the TCC on this item, and that it was essentially informational for the TCC.

NC 68 Widening Project

Tyler Meyer informed the Committee that the NCDOT Program Development Branch had requested an MPO resolution of support for this project and any TIP amendments that may become needed. Jim Westmoreland reported that he believes a TIP amendment will be required, and it probably will need to be done in October. Tyler Meyer suggested that a request be made for the amendment. He advised the action would be to recommend to the TAC that this action be taken. Tyler Meyer moved that the TCC recommend to the TAC to adopt the draft resolution, seconded by Mike Cowan. The Committee voted unanimously in favor of the motion.

Business Items

Reedy Fork Development and US 29 Interchanges

Richard Atkins informed the committee that the City Council rezoned approximately 1800 acres for a major development in the vicinity of US 29 and Ericson Road, close to Bryan Park. In July 2000, his firm completed traffic impact studies on the development. The conclusion was that the development would generate approximately 25,000 trips a day. The proposed roadway improvement measures included traffic signals at Ericson Road and Summit Avenue, a traffic signal at Summit Avenue/US 29 ramp, as well as dual left turns. Reedy Fork Avenue would be extended to Ericcson Road. Contstruction of a new interchange near Brown Summit was recommended.

After follow up meetings with local and state staff, it was agreed that the existing interchange needed to be upgraded and possibly relocated due to environmental concerns. The new interchange is also needed; a single point urban diamond interchange is recommended. Mr. Atkins requested the MPO amend the Thoroughfare Plan element of the Long Range Transportation Plan in the near future to incorporate these proposed improvements. He also suggested that the MPO adopt the US 29 at Ericson Road interchange as a priority project. Tyler Meyer noted that this could be amended directly into the Thoroughfare Plan, and then the Long Range Plan as the project advances into the TIP or the Plan is otherwise amended. Mr. Atkins said the project could potentially become a partnership project between the developer and NCDOT. Jim Westmoreland stated the next step would be to have it added to the Thoroughfare Plan.

Staff Updated on Ongoing Planning Items

Tyler Meyer advised the Committee that the items included are the Galimore Dairy Road project, Guilford College Road intersection improvements, Friendly and Market Streets and the Pegg to Thatcher Connector. The only update is that the TIP amendments are expected.

Other Items

TCC Member Update

Scott Walston reviewed typical single point urban diamond interchange designs. Jim Westmoreland reiterated the idea that the I-40 at Wendover interchange may need to be retrofitted to this design.

Scott Rhine reviewed the recent regional transit study open houses. Additional open houses will be held in the near future when they finish their models of the different transit technologies. These open houses will probably be held in November or December. There will be an information session for the Guilford County Commission on September 27 regarding PART's activities and its proposed funding strategy. Rhine noted that Guilford County holds the key to the success of regional planning for many years to come with its ability to authorize PART to raise revenues from the rental car tax option. He noted Forsyth County's approval is contingent on Guilford County's. Rhine stated that a meeting is in the planning stages to coordinate Airport Area Study objectives and activities with NCDOT upper management.

Mike Cowan observed utility issues on the Merritt Drive project are affecting the schedule. He advised that he will call Jim Westmoreland with a revised completion date. He noted that the completion date would still need to be 270 days from the date of origination. Cowan also discussed the Old 70/ New 70 connection issue. The project is in the right-of-way stage.

Pat Strong commented on the draft of the EPA concerning Mobile 6 which has a 30 day review period. The EPA plans to roll out Mobile 6 within two years. He noted concerns regarding how the new model and its revised emission factors could effect the conformity process. Tyler Meyer noted that Mobile 6 apparently reduces the emissions reductions value of I&M programs, which could be somewhat problematic for North Carolina.

Upcoming Planning Items

Adoption of the TIP brings a close to development process for the 2002-2008 TIP. Now it is time to begin work on the 2004-2010 TIP. This will begin with the development of MPO priority needs, a topic of discussion at the next meeting. The Thoroughfare Plan update will be on that agenda, as well. Jim Westmoreland commented that the TCC/TAC committee will need to have an update on the Fleming/Lewiston/Horsepen Connectors & Urban Loop Interchange Study at the next meeting. The TCC adjourned at 3:00 p.m.